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WEST**End of Result Set**☐ **Generate Collection** **Print**

L4: Entry 4 of 4

File: USPT

Oct 30, 2001

DOCUMENT-IDENTIFIER: US 6311114 B1
TITLE: Controller for an automatic motor vehicle transmission

Detailed Description Text (9):

The transmission controller 1 adapts its gear shifting behavior continuously to the driver's driving behavior or handling and to the load situation of the vehicle. This is done by selecting a gear through the use of the values, calculated by the fuzzy system 2, for the driver behavior and the load state via interpolation between the various characteristic diagrams 25-27. If the driver does not agree with the gear shifting behavior of the vehicle, it is possible for the driver to use a "-" of the input element 17 to shift down a gear, and to use a "+" key to shift up a gear.

Detailed Description Text (10):

The intervention operation of the driver is passed on to the identification circuit 6 and converted into set output values for the fuzzy system which are transmitted to the adaptation component 5. The adaptation component 5 then adapts the parameters of the fuzzy system 2 in such a way that the transmission controller assumes the gear shift desired by the driver. The parameters, modified in dependence of the driver, of the fuzzy system are stored in the parameter memory 9. Stored in the parameter memory 9 are the parameters for various drivers, wherein the respective parameters are activated via a driver ID or driver identification. The parameter memory 9 can, for example, be integrated into the onboard computer and be addressed via different vehicle keys, or each driver receives his or her own parameter memory in the form of a memory card. If the motor vehicle has a seating position memory for the driver's seat, the identification of a driver can also be performed in conjunction with the seating position stored for the driver.

Detailed Description Text (11):

If, for economic reasons, the parameter memory 9 is dispensed with, the transmission controller 1 can be adapted to the driving behavior of a driver in that, in a learning mode--which is activated temporarily in the motor vehicle workshop, for example--a set of parameters, modified in dependence of the driver, is generated for the fuzzy system 2 and is stored therein.

Detailed Description Text (20):

The identification circuit 6 for the set output value functions as follows. A one-dimensional interpolation is used to uniquely determine the setpoints for an individual output, that is to say for an output signal of the fuzzy system 2. A prioritization of the outputs is performed for the purpose of assigning a driver intervention to the load output (signal) or driver output (signal) of the fuzzy classifier. This means that as soon as a load situation is established, only an adaptation of the load output of the fuzzy classifier is performed. If no load is detected, only the driver behavior is adapted. This mode of procedure ensures that the gear shifting on a flat road does not change in the case of an intervention by the driver on a hilly road. This is sensible to the extent that most vehicles are driven more rarely on hilly than on flat roads.

Detailed Description Text (34):

The structure of the fuzzy system 2 is selected such that the vehicle-specific adaptation of the system is performed in the input association functions and rule premises, while the online adaptation to the gear shifting behavior given by the

driver intervention is performed in rule conclusions and output association functions. A driver-specific parameter set is generated from the adapted rule conclusions and/or the output association functions.

Detailed Description Text (35):

The driver-specific parameter set is stored in the onboard computer of the vehicle, and the different drivers are identified by their respective own uniquely characterized vehicle keys, codes or the like. The driver-specific parameter set is stored on a storage medium (memory card). A vehicle-independent, driver-specific data record which can be stored on a storage medium and transferred to other vehicles is generated from the adapted rule conclusions and/or output association functions.